

## FINANCIAL AND COMMERCIAL.

MONDAY, APRIL 4.—8 P. M.

The bank statement of to-day compares as follows with that of last week:

**WEEK ENDING, LOANS.** *Specie, Circulation, Deposits*  
March 28... \$317,751,225 25,182,627 7,569,028 84,322,119  
April 2... 128,702,192 25,152,161 8,221,783 87,737,138

Increase... \$86,067 549,831 225,555 1,320,883

There is an increase in every column, as was generally expected. From the loans column must be deducted an amount which is said to exceed fifteen millions, being the amount of government stock held by the banks as security for advances. This, of course, is as good as specie at any time. At the close of the week another California remittance will be due; so that by next Monday, assuming that the shipments of specie on Thursday and Saturday do not exceed present anticipations, the banks will hold about as much as they do now. The large increase in deposits was not altogether unexpected.

Money is without change. Exchange on Europe opens firm, with a moderate inquiry for bankers' sterling bills, at 16½% a ½%, and francs at 11½% a ½%. There will not probably be any shipment from hence by the Boston steamer which leaves on Wednesday; but the Alps, on Thursday, will probably take some gold.

There was a weaker feeling at the Stock Exchange to day, and State stocks and one or two other descriptions were higher. The decline of the past fortnight has brought in some new buyers, whom the excellent crop prospects induce to expect better times for the Western railway stocks. Missouri advanced to 88, and were in active demand at that rate. Among the Western stocks, Michigan Southern, given credit, which has been heavily sold short by the bears, advanced a fraction, and was very active at the advance. The other Western stocks were also better. The movement in Hudson River and Harlem preferred continued. Both were higher to day than yesterday. Panama continues to improve. The business of the two steamship line taxe the capacity of the road to the utmost. The only exception to the general market was New York Central, which, after opening strong at 70½, declined to 65½, and closed at 65½ bid. The business of the road for March is said to have been equal to that of March, 1858. In the afternoon the market was about the same as in the morning, with moderate activity. After the second board the market was irregular, the following being the closing prices—Missouri, 87½ a ½%; Canton, 18½ a ½%; Cumberland Coal, 23½ a 2½%; Erie, 93 a ½%; New York Central, 75½ a 2½%; Erie, 93 a ½%; Hudson River, 33½ a ½%; Harlem, 12½ a ½%; Reading, 50½ a ½%; Michigan Central, 50½ a ½%; Michigan Southern, 13½ a ½%; Southern, guaranteed, 40% a ½%; Panama, 115% a ½%; Illinois Central, 68 a ½%; Indiana and Chicago, 67½ a ½%; Cleveland and Toledo, 26 a ½%; Chicago and Rock Island, 56½ a ½%.

The business of the Sub-Treasury to day was as follows:

Total receipts... \$22,929,440  
From customs... 122,000,000  
Total paid out... 11,325,184  
Sent to Boston... 29,000,000  
Total balance... 7,583,524,93

The exchanges at the Clearing House this morning were \$27,887,867 bid, and the balance \$1,256,793 bid.

The following dividends have been declared—The North River Insurance Company, a dividend of eight per cent, payable on the 11th; the Eagle Fire Company, a semi-annual dividend of ten per cent, payable on demand.

At an election of the stockholders of the Panama Railroad Company to day, the following ticket was successful:

William H. Aspinwall, Horace Bartlett, Henry Chapman, Samuel W. Conknot, Edward Cunard, William Edwards, David Bradley, Governor Kemble, Theodore W. Riley, James T. Scudder, John Stewart, Jr., Isaac Townsend, Wm. Wadsworth, Jr.

The earnings of the New York and New Haven Railroad Company for the month of March, 1859, were:

Total receipts... \$82,226,92  
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